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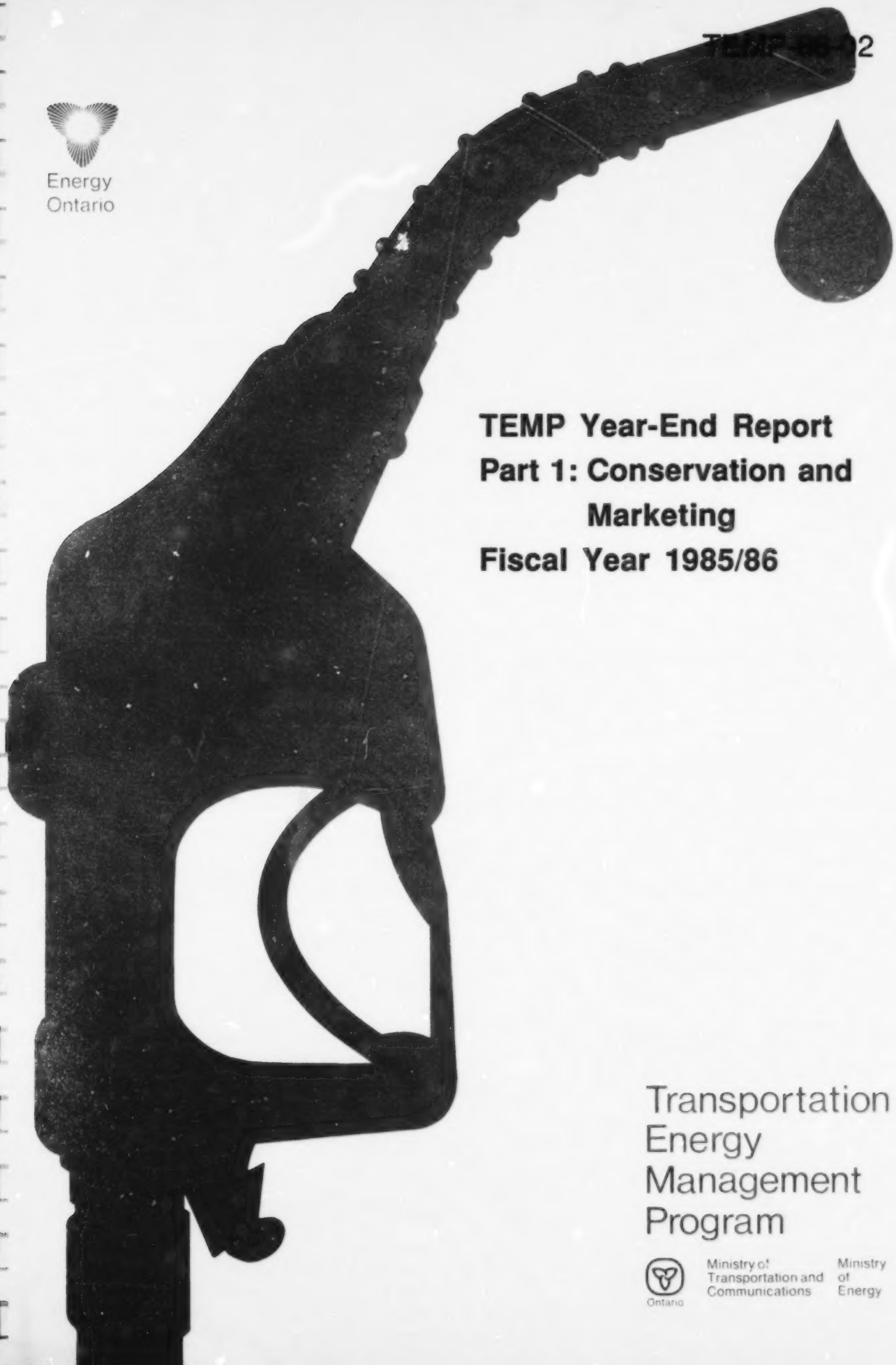

TEMP Year-End Report
Part 1: Conservation and Marketing
Fiscal Year 1985/86

Transportation
Energy
Management
Program

Ontario
Ministry of Transportation and Communications
Ministry of Energy

TEMP-86-02

TEMP Year-End Report
Part 1: Conservation and Marketing
Fiscal Year 1985/86

V. Soots
Manager
Transportation Energy Office

The Transportation Energy Management Program (TEMP) is a joint program of the Ministry of Transportation and Communications (MTC) and the Ministry of Energy (MENY) in which MTC is responsible for the program delivery of the utilization aspects of transportation energy.

The report was prepared by MTC's Transportation Energy Office to record TEMP's accomplishments during the past fiscal year.

Published by:
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D.G. Hobbs, Deputy Minister

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November 1986

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EXECUTIVE SUMMARY

The Transportation Energy Management Program (TEMP), a joint MTC-MENY program aimed at reducing Ontario's oil consumption in the transportation sector, has operated over the past fiscal year in two sections:

1/ Conservation and Marketing, administered by The Transportation Energy Office; and

2/ Alternative Transportation Fuels (ATF), administered by the Automotive Technology and Systems Office.

The Conservation and Marketing section continued to promote energy conservation and use of available alternative fuels in both the private and public sectors. Activities were carried out in five subprograms with a total of 35 projects.

1/ Municipal

Municipal Program staff have continued to work closely with municipalities to identify conservation and energy management opportunities and to maintain contact through the Municipal Transportation Energy Advisory Committee (MTEAC). For the fourth consecutive year, the MTEAC newsletter was distributed on a quarterly basis to nearly 5000 recipients.

The development of the Municipal Fleet Management Information System (MFMIS), a stand-alone, comprehensive microcomputer-based fleet maintenance, management, and parts inventory program aimed at improving the fuel economy and efficiency of municipal fleet operations, was completed. Marketing of this system was initiated.

Energy conservation opportunities for small and/or rural municipalities were examined, and an overview of conservation opportunities for small municipalities, "Energy Conservation Through Municipal Management," was published.

A display highlighting municipal program activities and achievements and a booklet describing all municipal program publications were developed. Municipal staff answered about 400 inquiries and requests for information.

It is estimated that during FY 1985/86 municipal transportation energy measures have resulted in the saving of about 650 million litres of gasoline and the retention of about $160 million dollars in Ontario's economy.

Share-A-Ride

Share-A-Ride, part of the Municipal Program, promoted vanpooling and carpooling, with the objectives of saving fuel and reducing road congestion.

Share-A-Ride developed and implemented a rideshare matching software package for use on a microcomputer. Promotion and matching services activities resulted in an increase in the number of employer-sponsored and owner-operated vanpools. More than 1400 vehicles (19% increase over last year) are now using the 41 MTC carpool parking lots. Share-A-Ride cosponsored a commuter transportation conference, which brought more than 200 ridesharing enthusiasts from across North America to Ontario.

It is estimated that activities initiated by Share-A-Ride have, during FY 1985/86, resulted in savings of 13 million litres of gasoline, retention of $3.4 million in Ontario's economy, and the removal of 5900 vehicles from roadways during peak commuting hours.

2/ Trucksave

Trucksave continued to promote fuel savings to the trucking industry. In addition to directing its message to tractor-trailer fleets and owner-operators, Trucksave expanded its operations during the past fiscal year to include straight truck fleets.

Several booklets were published to provide information to the trucking industry on fuel-saving measures. The "Trucksave Information" booklet describes the program and the numerous publications available. "Get on Track -- Keep Track" presents guidelines for record-keeping for all fleets. Specifically for straight trucks, Trucksave published a new series of booklets, "Fuel-Saving Techniques for Straight Truck Fleets."

To enhance awareness of Trucksave, the staff attended a number of trade shows and meetings with a new Trucksave display.

It was the fourth year for the popular Economy Challenge, the over-the-road fuel economy competition for drivers. A special awards banquet was held for all the participating drivers. The trucking industry generously donated the awards and the cost of the banquet.

The reasons for choosing a computerized routing and dispatch system were studied, and the report will be published early in 1986/87. With the assistance of the Licensing and Control Branch, a list of registered

truck owners has been obtained and will be used to distribute Trucksave information.

It is estimated that through the use of Trucksave's fuel economy measures, the trucking industry can increase its fuel efficiency by 10 to 15%.

3/ DriveSave

Information on fuel economy improvement was conveyed to the three DriveSave target groups:

- general licensed drivers
- new beginner drivers
- commercial/institutional fleets of automobiles and light trucks

The various measures for fuel economy improvement were promoted using a wide range of marketing tools. These included conducting 22 seminars in two series throughout the province -- one series for fleet managers and the other for driver educators -- with a total attendance of 161 fleet managers and 190 driver trainers.

In addition, over half a million items of printed materials were distributed, including pamphlets, posters, and slide-rule fuel economy calculators. A large information display was set up in shopping malls in various Ontario centres and used as part of a booth at the Metro Toronto Auto Show and the Canadian National Exhibition.

The Fuelsaver newsletter, giving information on energy management activities and measures, was published three times and distributed to nearly 12 000 recipients.

4/ Government Programs

During FY 1985/86, Government Programs aimed at increasing the use of alternative fuels in government fleets and improving the energy efficiency of government fleet operations.

In the alternative fuels area an extensive program of converting government vehicles to operate on natural gas and gasoline (dual-fuel) resulted in the conversion of 29 vehicles and the installation of the first government natural gas fuelling facility at the MTC Downsview yard. The performance of government propane vehicles was assessed, and performance problems were corrected.

Several areas for fuel efficiency improvements were identified through the Government Fleetsave assessment, and a program which included practical assistance through seminars, fuel-efficient driving instructions, and fleet allocation practices was designed to help government fleet managers implement fuel conservation practices in their operations. A monitoring program to provide an accurate record of improvements was proposed.

In addition, computer-assisted fleet management was proposed as a method of ensuring energy-efficient fleet management, and a survey of available systems was completed.

5/ ATF Marketing

With the propane industry increasingly able to operate without major government marketing assistance, the ATF Marketing Program was able to concentrate its support of the rapidly expanding natural gas transportation fuel industry. This support was provided by participation in trade shows and the provision of technical and promotional manuals. Similar, but scaled-down, market support was still provided to the propane industry. A series of booklets describing all major alternative transportation fuels was produced and distributed.

6/ Teleconferencing

Although the Teleconferencing subprogram was discontinued at the end of the previous fiscal year, TEMP continued to provide, in response to requests, information on teleconferencing. In addition, the state-of-the art report, "Teleconferencing Technology and Applications Canada," which was compiled in manuscript form the previous fiscal year, was printed and made available for distribution in FY 1985/86.

1/ INTRODUCTION

The Transportation Energy Management Program (TEMP) was created in 1978 in response to the Ontario government's concern about the province's increasing dependence on imported oil, the uncertainty about future oil supplies, and Ontario's large oil bill. TEMP was aimed at reducing Ontario's oil consumption in the transportation sector by improving oil-use efficiency, reducing travel requirements, and introducing alternative fuels.

Today, eight years later, there does not seem to be a similar concern about Ontario's oil dependence, since oil supplies appear to be ample and there have been no oil shortages in North America for several years. Nevertheless, in spite of declining oil prices, oil is still expensive, and last year alone, Ontario paid over $7 billion to purchase oil from outside the province. At the same time, the world oil supply remains precariously dependent on volatile political situations far beyond our control, domestic conventional oil supplies are dwindling, and frontier supplies require expensive and hazardous recovery methods.

Clearly, energy remains a serious concern for Ontario. Not only is a secure, economical supply of energy vital to our transportation system, but efficient use of energy is essential for all Ontario's industry sectors to retain their trading share in an increasingly competitive world market. In this environment TEMP is doubly important:

1/ TEMP helps to reduce Ontario's oil dependence by reducing oil consumption and facilitating the introduction of alternative transportation fuels.

2/ TEMP helps Ontario industry become more competitive through increased energy efficiency and strengthens Ontario's economy by retaining capital within the province, which otherwise would be used for the purchase of oil. It is estimated that over the past six years, TEMP measures have produced savings of about 3.0 billion litres of gasoline and diesel fuel, which have resulted in the retention of $700 million within the provincial economy.

There are no direct data on TEMP measures increasing the effectiveness of Ontario's industry, but there are several individual examples within various transportation applications that illustrate the contribution of energy efficiency to increased productivity. Particularly noteworthy is the emergence of a new propane conversion and dispensing industry, with the creation of over 7000 jobs, as a result of TEMP's initiatives for the introduction of propane as an alternative transportation fuel.

Administratively, TEMP is a joint program of the Ministry of Transportation and Communications (MTC) and the Ministry of Energy (MENY). MTC is responsible for the program delivery, while MENY provides the policy direction and funding for direct operating expenses. Program planning and monitoring are conducted jointly by both ministries. The program is co-ordinated with the private sector through a number of advisory committees created within TEMP, which meet periodically.

The previous year's reorganization of TEMP into two sections -- 1/ Conservation and Marketing and 2/ Alternative Transportation Fuels -- has been consolidated over the past year with a streamlining of the Conservation and Marketing section. Share-A-Ride was incorportated into the Municipal subprogram, and the Teleconferencing subprogram was terminated and its functions taken over by the private sector. The activities of the Data Analysis subprogram were taken over as regular functions of TEMP administration.

The Conservation and Marketing section, administered by the Transportation Energy Office, continued to promote energy conservation and use of available alternative fuels in both the private and public sectors. Activities were carried out in five subprograms with a total of 35 projects. The following chapters report on the results of these activities for the fiscal year (FY) 1985/86.

2/ THE MUNICIPAL PROGRAM

2.1/ Overview

The Municipal Program of TEMP is conducted by the provincial government in co-operation with the Ontario municipalities. It entails the analysis of transportation energy usage, identification of conservation and energy management needs, development of appropriate measures to meet these needs, and the implementation of energy management programs based on the developed measures.

The implementation of energy management programs and measures is achieved through the supply of information to the municipalities, initiation of selected demonstrations, provision of advice and assistance to the municipalities, and through promotion.

During the past year, two major projects were completed -- Municipal Fleet Management Information System (MFMIS) demonstration and review of energy conservation opportunities in small and rural municipalities -- and a number of minor projects were started and finished -- municipal publications document, rural study document, municipal program display and artwork.

Ongoing direct contact with the municipalities is maintained through a Municipal Transportation Energy Advisory Committee (MTEAC). Information is disseminated to the municipalities by means of a quarterly newsletter, and through responses to direct requests from municipal officials.

Although exact figures showing the total energy savings stemming from the Municipal Program are difficult to produce, approximate numbers can be generated using various estimating techniques. For FY 1985/86, estimated total energy savings are in the neighbourhood of 650 million litres of gasoline, while the dollar savings equate to $260 million at 40¢/L. The dollar value retained in Ontario's economy is $169 million. (Note that the decrease in dollar savings over last year's figures is a direct result of fuel prices; actual fuel saved is more or less the same as in FY 1984/85). The Municipal Program's budget represents 0.06% of dollar energy savings achieved. Therefore, for every dollar invested by the Municipal Program, $1024 are retained in the provincial economy.

During FY 1984/85, the Municipal Program received a total of 159 inquiries and had 240 requests for information. Forty-eight percent of all inquiries were made by Ontario municipalities, and 3973 municipal drivers viewed the driver training film Planning Smarter/Driving Smoother.

A total of 10 000 documents were printed, which included 5000 of both the rural study booklet and the municipal publications guide, and over 3000 additional copies of newsletters were distributed.

2.2/ Project Reports

2.2.1/ Municipal Transportation Energy Advisory Committee (MTEAC) (33500)

Project Objective
To provide advice and guidance on how the province can best assist and encourage municipalities in developing and implementing energy conservation practices in the transportation sector.

Activities
- holding regular meetings with both the executive and full committees
- initiating the use of MTEAC members as spokespeople or representatives to speak on behalf of the committee and the program in general at conferences and seminars
- maintaining and updating the list of future projects
- continuing to advise Ontario municipalities on the initiation, development and implementation of energy programs
- continuing to assist TEMP staff in program guidance and project direction

Results and Achievements
The committee developed a questionnaire for future Municipal Program evaluation and provided advice on a variety of issues:
- MFMIS implementation and promotion
- contingency planning
- TEMP update/marketing
- municipal outreach
- new projects

Starting Date: April 1977 **Completion Date:** Ongoing

2.2.2/ MTEAC Newsletter (33501)

Project Objective
To keep municipalities abreast of contemporary energy conservation developments in the transportation sector by distributing a quarterly newsletter to 5000 subscribers.

Activities

- researching various energy and transportation-related articles for possible inclusion in the newsletter
- writing and editing articles for the newsletter
- printing and distributing four issues to approximately 5000 readers per issue

Results and Achievements

Information was continuously provided to Ontario municipalities on energy and transportation through the newsletter. Over 25 000 newsletters were distributed which generated requests for more in-depth information, thereby maintaining a consistent two-way communications link with readers. Feature articles were printed which included:

- update on provincial energy consumption and fuel supply
- an index of all past newsletter articles
- MFMIS description
- NGV in Elgin county
- ridesharing and road maintenance
- intermodal terminals
- road repair

Starting Date: April 1985 **Completion Date:** Ongoing

2.2.3/ Municipal Fleet Management/Information System (MFMIS) Implementation (33502)

Project Objective

To provide guidance and information to municipalities (specifically Sudbury) on how to promote and implement MFMIS.

Activities

- preparing training and user reference manuals (user, production, systems Volume 1 and 2, manuals)
- training of Sudbury staff on MFMIS by consultants
- development of the Sudbury system and training of their staff so that they can assist TEMP in MFMIS promotion and future municipal implementation

Results and Achievements

The MFMIS was successfully implemented in Sudbury including staff training and system documentation.

With the assistance of the Sudbury staff, MFMIS was promoted across the province.

Starting Date: April 1985 **Completion Date:** August 1985

2.2.4/ MFMIS Testing (33503)

Project Objective
To test MFMIS in three Ontario municipalities and make improvements to the system.

Activities
- assess how applicable MFMIS is to other municipalities of varying sizes and modes of operation other than Sudbury's
- make improvements to MFMIS through municipal experience
- improve system information and documentation

Results and Achievements
An implementation guide and an MFMIS system description were developed.

MFMIS was implemented in three municipalities: Whitby, Sault Ste. Marie and Hamilton Wentworth. Staff training was provided at each test site.

Some important features were added to enhance MFMIS:
- profit/loss tracking
- tire inventory
- parts inventory control
- multi-user/multi-tasking
- fuel inventory

Starting Date: January 1986 **Completion Date:** March 31, 1986

2.2.5/ Transportation Energy Guidelines for Small and Rural Municipalities (33505)

Project Objective
To show municipal officials of small/rural municipalities that the opportunity for energy conservation in municipal services does exist and to highlight those opportunities in a fashion understandable by both the local elected representatives and the professional staff.

Activities
- complete research on energy conservation measures and opportunities
- conduct sample survey of appropriate municipalities
- develop project summary
- write booklet

Results and Achievements
Five thousand copies of "Energy Conservation Through Municipal Management: An Overview of Opportunities for Small Municipalities" were published, describing:
1) energy conservation opportunities
2) setting up an energy conservation program

Starting Date: April 1985 **Completion Date:** February 1986

2.2.6/ Marketing and Promotion of Transportation Energy Guidelines for Small and Rural Municipalities (33506)

Project Objective
To market transportation energy guidelines developed in project 33505 to the target municipalities.

Activities
- conduct seminars to present and promote the developed transportation energy guidelines
- discuss driver training, fleet management and maintenance with municipal officials and staff

Results and Achievements
Five seminars were held in the province: North Bay, Kingston, London, Toronto, and Owen Sound which attracted over 160 attendees from 125 municipalities.

Covered topics included:
- review of Ontario energy future
- setting up an energy conservation program
- energy conservation opportunities
- fleet management
- fleet maintenance for fuel economy

Starting Date: January 1986 **Completion Date:** February 15, 1986

2.2.7/ Municipal Publications Summary Booklet (33513)

Project Objectives
To inform municipalities of the various municipal energy conservation publications available from the municipal program, and their general contents.

Activities
- writing of 25 word reviews of each of the 42 publications
- design of booklet and cover
- production of booklet

Results and Achievements
A 15-page booklet was published that summarizes all municipal publications (42 in total), indexes all MTEAC newsletter articles, and describes TEMP, the Municipal Program, MTEAC and the newsletter. Three thousand copies were printed.

Starting Date: October 1985 **Completion Date:** March 15, 1986

2.2.8/ Municipal Display (33510)

Project Objective
To develop a display that will promote and publicize the Municipal Program and the energy conservation opportunities that have been developed.

Activities
- design and develop a portable display package in a modular form
- select subject matter
- design display artwork

Results and Achievements
Header panels and 14 display panels were developed publicizing TEMP, MTEAC, MFMIS, alternative fuels, MTEAC Newsletter, traffic control, etc.

A modular display stand was purchased.

Starting Date: January 1986 **Completion Date:** March 1986

3/ SHARE-A-RIDE

3.1/ Overview

Share-A-Ride continued to work to market and develop ridesharing. The basic objective of the program is to increase vehicle occupancy of commuter trips through the establishment of carpool and vanpool activities in order to make better use of the existing road network and to save energy.

The broad scope of activities included: promotion and assistance of employer programs, owner-operator vanpools and carpool parking lots; public awareness campaign; computerized matching software development; co-sponsorship of an international commuter transportation conference; and interacting with associations, municipalities, government and the private sector.

Monitoring of specific activities showed that over the year the number of employer sponsored vanpools had increased by 14%, the use of carpool parking lots had increased by 19% and requests for information on owner-operated vanpools increased significantly.

Development activities were directed to making it as easy as possible to implement ridesharing activities and to provide information about ridesharing to reduce the concerns of various agencies.

Results with regards to the establishment of municipally based areawide ridesharing have been disappointing. Areas of concern are funding participation, long-term funding commitment and local transit issues.

Major achievements for Share-A-Ride in 1985/86 include
- the ridesharing matching system was put into operation;
- energy savings of 13 million litres of gasoline from activities initiated by Share-A-Ride, and
- removal of 5900 vehicles from roadways during the peak hour.

3.2/ Project Reports

3.2.1/ Marketing Ridesharing (33600)

Project Objectives
To provide promotional and technical support to private sector employers, municipal and regional governments and individuals in establishing carpool and vanpool programs to increase average vehicle occupancy.

To disseminate information about ridesharing throughout Ontario.

Activities:

- promotion, assistance and ongoing support of employer-based carpool and vanpool programs
- promoting owner-operated vanpools and MTC carpool parking lots
- finalizing the Share-A-Ride Ridesharing Matching System (SARRMS)
- co-hosting an International Commuter Transportation Conference and participating in the activities of the Canadian Ridesharing Federation
- interacting with other ministry offices, municipalities, outside agencies, consultants and governments outside of the province
- increasing public awareness through dissemination of information material and advertising
- continuing with postal code to geocode conversions

Results and Achievements

Employer-Based Ridesharing

a) Promotion and Assistance
   - 47 employers received detailed promotional material.
   - 6 employers received introductory presentations.
   - 4 employers received assistance in conducting feasibility studies.
   - The "Employer-Sponsored Vanpooling Inventory" was updated and distributed.

b) Rideshare Matching
   Computerized rideshare matching assistancewas provided, utilizing SARRMS, to 11 government and private sector employment locations with a total of 8500 employees of which 1900 are registered for ridesharing.

   DIRECT SAVINGS: Gasoline -- 0.2 million litres annually
   Road space -- 200 vehicles removed

c) Vanpool Programs
   There was a 14% increase in the number of employer-sponsored vanpools bringing the total to 151 in a total of 12 employers.

   DIRECT SAVINGS: Gasoline -- 2.0 million litres annually
   Road space -- 1000 vehicles removed

Owner-Operated Vanpools

There has been a steady growth in the number of owner-operated vanpools in Ontario from about 500 to 700, many of these formed with assistance from Share-A-Ride. Information packages on establishing

owner-operated vanpools were sent to 250 individuals, 141 as a result of a Share-a-Ride advertising campaign.

DIRECT SAVINGS: Gasoline -- 6.8 million litres annually
Road space -- 3300 vehicles removed

Carpool Parking Lots
A brochure indicating carpool parking lot locations in eastern and central Ontario was printed and distributed and a press release was issued. The inventory of the 41 official carpool parking lots with a total of 2600 spaces was updated. Monitoring of these lots indicated an overall occupancy rate of 54%.

DIRECT SAVINGS: Gasoline -- 4.0 million litres annually
Road space -- 1400 vehicles removed

Share-A-Ride Ridesharing Matching System (SARRMS)
The microcomputer-based SARRMS was put into operation after some final enhancements were completed. An operator's manual and forms related to the system were produced and printed. Some municipalities and private sector groups have shown interest in acquiring the system.

Commuter Transportation Conference
Share-A-Ride successfully co-hosted a conference which was attended by more than 200 ridesharing users and supporters from across North America.

Presentation and Participation
Presentations were made to several committees including the Ontario Urban Transit Association, Micro-Computer Working Group and internal MTC committees. Share-A-Ride participated in a feasibility study of areawide ridesharing in Ottawa. Staff participated on the Board of Directors of the Canadian Ridesharing Federation.

Publications
Share-A-Ride updated several brochures and distributed them at shows and seminars. Share-A-Ride distributed its last newsletter.

Postal Code Conversion
Amalgamation of the postal code to geocode data into two data bases, one for central Ontario and the other for the Ottawa region, with a total of 140 000 postal codes. Six hundred small communities were also coded.

Starting Date: March 1985 **Completion Date:** Ongoing

4/ TRUCKSAVE

4.1/ Overview

Most of Trucksave's work in the past has been directed at the inter-city operation (line-haul) as this is where the greatest improvements in fuel economy can be achieved. However, during FY 1985/86 a set of five booklets was produced on "Fuel-Saving Techniques for Straight Trucks" and marketing of fuel economy in this market -- straight trucks/urban fleets -- was initiated.

The Fuel Economy Challenge was run again with an increase of entries, and an awards banquet was held for all the drivers, sponsors and guests. Two carved wooden trucks were presented as annual awards by the Ministry of Energy (Modified Vehicle) and the Ministry of Transportation and Communications (Stock Vehicle).

A new publication, "Guidelines for Fleet Record Keeping," was produced and the manuscript of another, "Choosing a Computerized Dispatching and Routing System," was made ready for printing. Revisions and reprints to a number of current publications were required because the demand for information material by the industry had exhausted supplies.

Increased expenditures on advertising were made and more trade shows were attended with Trucksave's display booth. With the assistance of the Licensing and Control Branch, a list of registered truck owners has been obtained and will be used to distribute Trucksave information.

Pro-Trucker, the federal fuel-conservation program for trucks was inaugurated in Manitoba. This program is based on the same lines as Trucksave, and Trucksave staff co-operated with the federal representatives providing advice and informational material during the planning and implementation of this program.

Over the last few years, there has been considerable work by the trucking industry to design and inform the buyer about the best type of vehicle for the job, and Trucksave has played a large part in the buyer's decision by making them aware of all the fuel-saving techniques.

Although there are no accurate figures available on the decrease of fuel consumption by the line-haul industry, it is estimated that there is at least a 10% to 15% decrease in the number of L/100 km through the use of fuel economy measures. It will be important for Trucksave to market its program on an even greater level in the coming years to ensure the conservation of fuel continues.

4.2/ Project Reports

4.2.1/ Trucksave Fleet Advisory Committee (33100)

Project Objectives
To provide advice on the general feasibility and best means of implementing proposals for energy conservation in the trucking industry.

To propose projects that could improve the energy efficiency of Ontario's trucking industry.

To act as a forum within the trucking industry for the exchange of information on energy conservation.

Activities
- hold monthly committee meetings
- critique ongoing Trucksave activities and review new material, RFP's, budget and marketing
- generate proposals for new measures and activities to improve the fuel economy of trucks
- disseminate Trucksave publications of trade shows, seminars and truck stops

Results and Achievements
The Fleet Advisory Committee (FAC) met a total of 10 times and two subcommittees were formed for special projects.

The first subcommittee prepared a report on marketing priorities for Trucksave. The report was used in the development and selection of project for FY 1986/87.

The second subcommittee assisted our consultant in the revision of the draft "Choosing a Computerized Dispatching and Routing System" publication. The expertise of the members of the committee led to the successful conclusion of the project.

Marketing activities included participation at 11 trade shows and four seminars. The 31 truck stops with Trucksave display racks were stocked with publications on a regular basis.

Starting Date: August 1979 **Completion Date:** Ongoing

4.2.2/ Computerized Records Management (33101)

Project Objective
To inform fleet managers of the potential energy savings through keeping vehicle records and to identify the various computerized records management systems available.

Activities
- preparation of a draft report by a consultant of the material assembled the previous fiscal year
- presentation for approval by FAC
- production of the final report in booklet form
- distribution and advertisements through trade magazines, trade shows, truck stops and requests

Results and Achievements
The Fleet Advisory Committee agreed with the content of the consultant's report; no revisions were required. It was recommended both by Trucksave and DriveSave Advisory Committes that a booklet be produced and promoted to all fleet owners.

A booklet "Get on Track -- Keep Track" was produced and 5000 copies of it printed.

One thousand copies of the booklet were distributed during the first three months of 1986.

Starting Date: January 1985 **Completion Date:** March 1986

4.2.3/ Optimizing Routing (33102)

Project Objective
To inform the Ontario trucking industry of the energy savings possible through the use of computerized routing systems, and to provide knowledge and guidance in the selection of a routing system.

Activities
- surveying of the main segments of the trucking industry to obtain information on how widely computers are used and their potential for greater acceptance in routing applications
- production of a booklet based on a report on possible energy-saving methods prepared by a consultant

Results and Achievements
The consultant prepared a draft report which required revisions by request of the Fleet Advisory Committee. As a result, a subcommittee was formed consisting of members of the FAC and representatives from truckingcompanies using computerized systems to assist in the revision of the report. A final draft was completed and approved.

Trucksave produced the first report on this subject area directed toward Ontario's trucking industry. The report will assist trucking companies to understand the benefits, problems and types of computerized dispatching and routing systems available.

Due to the complexity of this new subject area and the additional research required, the printing of the report could not be completed by the year end.

Starting Data: March 1985 **Completion Date:** March 1986

4.2.4/ Urban Fleets -- Fuel-Saving Techniques (33103)

Project Objective
To develop energy-saving measures and techniques based in part on an assessment of existing Trucksave measures suitable to urban fleet operations and formulate them so that they are directly applicable to urban fleets.

Activities
- preparing by consultant of a final draft of the urban fleet report based on material assembled the previous fiscal year, after consultation with Trucksave staff and the Fleet Advisory Committee
- publishing of the report in manual format
- advertising and distributing the manuals at tradeshows and truckstops

Results and Achievements
The final report was published under the heading of "Fuel-Saving Techniques for Straight Trucks" in the format of five manuals:

"Keep on Tracking"
"Getting More From Your Drivers"
"Getting Most Out of Your Trucks"
"Maintenance Pays"
"How to Spec Your Truck"

Five thousand copies of each manual were printed. Being the only series of publications directed toward straight truck operations, the trucking industry interest toward these manuals has been high.

Starting Date: January 1985 **Completion Date:** January 1986

4.2.5/ Urban Fleet Marketing (33104)

Project Objective
To market the fuel-saving techniques that have been designed for the urban fleets in Project 33103.

Activities
- preparation of a marketing strategy
- marketing of manuals for straight trucks
- preparation of advertisements for Trucksave 1986-87

Results and Achievements
The straight truck manuals have been marketed both through Trucksave and DriveSave.

Copies have been distributed at DriveSave fleet managers' seminars and at trade shows including the Ontario Trucking Association's Annual Convention and the ComCar show.

An advertisement for Trucksave was placed on the sides of a 48-foot trailer that will travel Ontario's major highways during FY 1986/87.

Starting Date: April 1985 **Completion Date:** March 1986

4.2.6/ Trucksave Publications Catalogue (33105)

Project Objective
To produce a catalogue that provides the trucking industry with better access to Trucksave program materials and to expand their use.

Activities
- production of a publications catalogue by Trucksave staff
- printing and distributing of the catalogue through trade shows, truck-stops and advertisements placed in trade magazines

Results and Achievements
The catalogue was produced and 10 000 copies of it printed. It contains descriptions of each publication, film, slide show and a general summary of Trucksave and its projects.

For general Trucksave enquiries, the catalogue is sent and not a whole package of publications. This allows the client to select only needed articles, plus, learn about all the publications and films available, and to get an understanding of the Trucksave program.

The catalogue is Trucksave's most requested publication.

Starting Date: April 1985 **Completion Date:** January 1986

4.2.7/ Register of Fleets (33109)

Project Objective
To produce a computer list of all registered owners of fleets (10 or more) and all registered owners of tractors (Class 8) in specific format i.e., geographic location, body type, etc. This list will be used for marketing the DriveSave and Trucksave programs.

Activities
- development of Computer Systems Branch program (using Focus) to produce a list to meet the objectives of the project
- division of the information by county and set up for the production of mailing labels
- implementation of a pilot mailing to counties in eastern Ontario to find out the percentage of fleet owner and owner-operators who are unaware of Trucksave

Results and Achievements
The first accurate list of fleets with 10 or more vehicles and single tractor owners for Ontario was produced. Trucksave now has the ability to market its material by county or province-wide. Results of the pilot mailing revealed that 66% of the people who returned the survey questionnaire were not familiar with the Trucksave program.

Starting Date: December 1985 **Completion Date:** March 1986

4.2.8/ Trucksave: 1985 Fuel Economy Challenge (33299)

Project Objective
To organize and promote an annual event that allows professional drivers to put their driving abilities and equipment to the fuel economy test. The event is to promote energy conservation in the trucking industry and provide recognition for the top drivers, their companies and equipment manufacturers.

Activities

- planning and delivery of the fuel economy competition and awards banquet with the assistance members of the trucking industry (Economy Challenge Committee)
- organizing a publicity campaign, selecting routes, developing rules, and preparing a computer program to record data and calculate final results
- co-ordinating the event with the assistance of Regional staff
- soliciting funds from the truck industry for prize money and the cost of the banquets
- publishing the results booklet for distribution at the awards banquet

Results and Achievements

The Fuel Economy Challenge attracted 278 entries who competed over three routes during the six weeks of the event. The number of entries increased 15% from the 1984 Challenge and industry support rose from $15,000 to almost $20,000.

Media coverage of the Challenge was extensive including radio interviews, and articles in trade magazines. The new Kenworth T600A winning the competition helped to increase and prolong media attention of the Challenge.

The awards were presented at a banquet attended by about 350 truckers, suppliers and their guests. The results in all truck categories were published in a report.

Starting Date: April 1985 **Completion Date:** March 1986

4.2.9/ Trucksave Reprints (33115)

Project Objective

The revision, reprinting and dissemination of current Trucksave publications to ensure that our energy savings techniques apply to the up-to-date "real world" of trucking.

Activities

- revision and reprinting of all relevant Trucksave material to reflect current technology.

Results and Achievements

Revisions were made to three booklets in the "Spec'ing a Fuel-Efficient Truck" series:

#1 "Planning a Truck Purchase"

#3 "Drive Trains"
#8 "The Pay-Off"

Five-thousand copies were printed of each revised booklet.

Three hundred copies of "Maintaining Vehicle Fuel Efficiency" and 5000 copies of "A Mechanic's Guide for Fuel Economy" were also printed but without revisions. In addition, 200 000 placemats were reprinted and sent to 40 truck stops across Ontario.

Starting Date: January 1986 **Completion Date:** March 1986

4.2.10/ Develop Case Studies (33106)

Project Objective
To advertise the success selected trucking companies have achieved through fuel conservation programs.

Activities
- selecting and interviewing trucking companies with successful fuel conservation programs
- preparing case studies for publication
- printing and distributing case study booklets

Results and Achievement
A list of potential trucking firms suitable for case studies was collected during the year. However, due to the work load on other projects, the case studies could not be started. The assembled information will be utilized in future projects.

5/ DRIVESAVE

5.1/ Overview

The DriveSave program strives to improve the fuel economy achieved by the general public or general licensed driver, but also focuses its promotional information marketing activities on new beginner drivers in order to ensure that they become fuel efficient drivers. Cost efficiency is always of interest to the business community and DriveSave also works with commercial and institutional fleets of automobiles and light trucks to help reduce fuel and maintenance costs in the operation of these fleets.

In FY 1985/86 DriveSave continued to conduct a wide range of marketing/information distribution activities aimed at all three of the target groups.

Light Vehicle Fleets

The DriveSave Fleet Advisory Committee (FAC) continued to meet on a bi-monthly basis. The committee membership includes representation from

- a number of large- and medium-sized fleets
- two large utility firms
- the Ontario Safety League
- the Propane Gas Association of Canada
- the motor vehicle manufacturers association, a new member.

DriveSave participated in the National Association of Fleet Administrators annual fleet fair operating a booth for information distribution.

More successful DriveSave fleet managers' seminars were conducted in FY 1985/86 with 161 attendees, representing 131 fleets at 11 seminars.

Beginner Drivers

Activities undertaken to help ensure that Ontario's new drivers learn to drive fuel-efficiently included a continuation of regular contact with private driving schools and high school driver educators through school boards. Additional copies of "The DriveSave Zone" film were supplied to high schools as required.

The series of fuel economy seminars for driver instructors was continued in Toronto in FY 1985/86. A total of 190 driver instructors attended 11 seminars. These instructors teach over 40 000 students annually.

General-Licenced Drivers
The new pamphlet, "Fuel Economy for All Seasons," was distributed to over two million Ontario drivers through the driver's licence renewal mailings conducted by the MTC.

Other activities included distribution of over 80 000 new car dealership envelopes containing seasonal pamphlets and DriveSave calculators. The DriveSave display was exhibited in shopping malls throughout Ontario and also was utilized at the CNE, Toronto Auto Show and Western London Fair.

The consultant study of the general-licensed driver program was initiated in FY 1985/86 to assess the existing marketing activities and to develop a new marketing strategy.

5.2/ Project Reports

5.2.1/ Fleet Industry Program (33400)

Project Objective
To provide a forum to enable direct involvement of the fleet industry in the development of DriveSave activities aimed at improving the fuel economy and use of alternative fuels by fleets in Ontario.

Activities
- continue light vehicle fleet program with strong support and involvement with the National Association of Fleet Administrators (NAFA)
- conduct DriveSave Fleet Advisory Committee meetings bi-monthly through fiscal year to exchange information, requirements and experience related to fuel economy and alternative fuels

Results and Achievements
Six Fleet Advisory Committee meetings were held during the year.

New methods and strategies were developed for communicating fuel economy information to light vehicle fleets. New fleets were reached and made aware of DriveSave materials and information, resulting in the establishment of new fuel economy programs by these fleets.

Representatives from the Ontario Safety League and the Motor Vehicle Manufactures Association were added as new members of the FAC.

DriveSave participated with booth at the annual NAFA Affiliates Night Fleet Fair.

Activity was initiated toward inclusion of fuel economy as a component of annual safety rodeos conducted by many vehicle fleets.

Propane-powered fleet vehicles from FAC members' fleets participated in MTC study of LPG vehicle condition.

Starting Date: December 1980 **Completion Date:** Ongoing

5.2.2/ Driver Education (33395)

Project Objective
To provide information on and promote the use of driving and maintenance techniques by beginner drivers to achieve high fuel efficiency.

Activities
- conducting of fuel-economy seminars for drivers educators in various Ontario centres
- increasing the penetration of the program in both the high schools and private driving school classes
- monitoring the levels of use and need for additional DriveSave material with all driving schools

Results and Achievements
A total of 190 driver instructors from both private driving schools and high school programs attended eleven DriveSave seminars. The students taught annually by those instructors total over 40 000.

Materials distributed to beginner drivers included 21 000 fuel economy calculators, 17 000 film pamphlets and 19 000 all-season pamphlets.

Starting Date: April 1981 **Completion Date:** Ongoing

5.2.3/ Fleet Manager Seminar (33441)

Project Objective
To train 150 fleet managers and company driver trainers and 15 000 fleet drivers with the DriveSave fleet program, bringing the total receiving training to 700 fleet managers.

Activities
- conducting a continuing series of half-day seminars on fuel economy for fleet managers with automobiles and light trucks, covering alternative transportation fuel usage as well
- providing extensive marketing of seminars at each location and surrounding area to ensure maximum attendance, and conducting regular

follow-up and information support for fleet managers and driver trainers after attending seminars
- developing statistical reports on companies' and organizations' fleets, i.e., types and numbers, alternative fuel usage, and existing fuel economy and maintenance performance

Results and Achievements
In FY 1985/86, 11 seminars for fleet mangers were conducted. These were attended by over 161 fleet mangers, representing more than 131 vehicle fleets. The estimated savings were calculated based on average fleet vehicle performance gained from the fleet managers attending DriveSave's Fleet Manager Seminars over the last several years.

The average distance travelled annually by fleet vehicles in Ontario was 24 000 km (16 000 mi), with an average vehicle fuel economy of 13 L/100 km (22 mi/gal). In FY 1985/86, the fleets represented at the DriveSave seminars had 23 916 vehicles. Based on the estimate that one-half of these vehicles would achieve a 10% improvement in fuel economy, the fuel saved would be about 37 million litres (about 830 000 gal). The fuel cost-savings, using a price of 45¢/L would be about $1.7 million for one year.

Starting Date: December 1980 **Completion Date:** Ongoing

5.2.4/ DriveSave Display (33301)

Project Objective
To provide the general public exposure and access to a wide range of DriveSave fuel economy information and materials in shopping malls and other public places.

Activities
- moving and setting up a display promoting fuel economy and DriveSave at shopping malls and in public buildings in Metro Toronto and other Ontario centres
- distributing DriveSave material at the display site
- using the display to provide the basis for a DriveSave and TEMP booth at the Canadian National Exhibition

Results and Achievements
The DriveSave display was exhibited in shopping malls in and around Metro Toronto and as well Barrie, Kingston, Belleville, Pickering, Hamilton and the Kortright Centre for conservation. In total, in FY 1985/86 the display was exhibited in 17 locations.

The display also formed part of large and very successful exhibits at the Canadian National Exhibition, the Toronto International Auto Show and the London Western Fair.

The materials distributed included fuel economy calculators (over 14 000 at shopping malls and 47 000 at the three major fairs) and DriveSave All Season Fuel Economy Pamphlets -- 6000 at shopping malls and 14 000 at the fairs.

Starting Date: April 1983 **Completion Date:** Ongoing

5.2.5/ Fuelsaver Newsletter (33406)

Project Objective
To develop and produce a newsletter which will inform driver educators, fleet managers and media about fuel economy, alternative fuels, and the DriveSave and Trucksave programs.

Activities
- researching and writing of articles, reviewing and checking typesetting, layout and final printing for the newsletter
- continual monitoring, updating, deletion and addition of newsletter mailing list to ensure accuracy and completeness

Results and Achievements
The "FuelSaver" was published three times, with the spring and summer issues being combined. Over 11 000 copies were printed of each issue. The articles and layout work were completed for the next spring/summer issue. The mailing list, which contains approximately 11 000 fleet managers, driver instructors and related interests, was continually updated throughout the year.

The newsletter continued to provide reinforcement for the fuel economy measures promoted by both DriveSave and Trucksave and more information about alternative fuels.

Starting Date: April 1983 **Completion Date:** Ongoing

5.2.6/ FuelSaver Newsletter Update Mailing List (33408)

Project Objective
To improve the accuracy, organization and comprehensiveness of the existing mailing list by combining the existing mailing list with the new MTC vehicle fleet listings.

Activities

- adjust computer program to redefine categories of listings
- check existing information on mailing list for accuracy including address with postal code, company and street name and correct sequencing in postal-code order
- add new fleet companies to newsletter listing when available from new MTC fleet company print-out

Results and Achievements

This project could not be initiated due to delay in development of the MTC fleet list.

5.2.7/ Reference Document Update (33310)

Project Objective

To ensure that the "Reference Document" used by DriveSave contains technical information on light vehicle fuel economy which reflects recent changes and improvements including alternative fuels.

Activities

- review the existing document and identify possible areas requiring updating, expanding and new information
- select a consultant to conduct an exhaustive literature search including international computer search
- interview selected experts in the automotive and related industries and research facilities to obtain state-of-the-art information
- develop summary of key points for quick reference
- produce final updated reference document

Results and Achievements

An updated and expanded version of the original DriveSave "Reference Document" on improving fuel economy was produced by the selected consultant.

The new document will be used in the development of new DriveSave promotional materials and also be made available to fleet managers.

Starting Date: January 1986 **Completion Date:** March 1986

5.2.8/ General-Licenced Driver Program and Market Assessment (33349)

Project Objective
To assess the effectiveness of the current general-licensed driver program marketing activities and, based on those results, develop a marketing strategy for future activities.

Activities
- development of methodology for surveying general-licensed drivers, as well as analysis techniques to be used and results to be reported
- survey implementation (materials assessed in survey include: All Seasons Pamphlet, calculators, posters, display and DriveSave Zone Film)
- analysis of data produced from survey, resulting in assessment of program
- development of marketing techniques, based on assessment of program
- production of final report

Results and Achievement
A consultant was retained who developed the required survey and analysis methodologies and carried out the survey of general-licenced drivers

A measure of the relative effectiveness of current DriveSave activities directed at general-licensed drivers, with estimation of fuel savings resulting from this program, was developed from the survey data.

Specific strengths and weaknesses in both materials as well as distribution methods were identified.

Marketing activities, associated cost estimates and expected results including market penetration will be identified in the final report.

The marketing strategy and the final report will be completed in the first quarter of FY 1986/87.

Starting Date: January 1986 **Completion Date:** June 1986

5.2.9/ DriveSave: General-Licensed Driver Program (33207)

Project Objective
To provide fuel-economy information to Ontario's drivers through a variety of communication forms.

Activities

- continue to distribute four-colour posters depicting four fuel-economy measures: tune-ups, checking tire pressure, planning trips, and anti-idling to LCBO outlets and public libraries
- distribute new car dealer envelopes containing a DriveSave calculator and fall/winter seasonal pamphlet to dealers throughout Ontario
- promote fuel efficiency using the DriveSave display at the Canadian National Exhibition (CNE), the Toronto International Auto Show and the London Western Fair
- distribute the film "The DriveSave Zone"
- DriveSave presentations by staff to various community groups

Results and Achievements

The DriveSave fuel-economy message has been exposed to the general public in increasingly diverse ways and geographic locations, ensuring a wider range of drivers is made aware of fuel efficiency.

The posters, displayed in public buildings throughout the province, provide concise, focused information on each of four important fuel-economy measures.

Approximately 80 000 new car envelopes were distributed by dealers.

The successful attendance at the CNE and the Toronto Auto Show with the DriveSave display allowed direct discussion with the public about their concerns and interests. Response was generally positive to DriveSave material and information.

DriveSave presentations were made to:

- The Kortright Centre for Conservation
- Annual Convention of the Driving School Association of Ontario
- York University's training program
- Oshawa Public Utilities Commission
- two Lions Clubs
- Citroen Car Club

"The DriveSave Zone" film was loaned to over 20 cable TV systems, and shown several times on their respective community channels.

6/ GOVERNMENT PROGRAMS

6.1 Overview

During FY 1985/86 Government Programs were directed toward two main areas of activities: increasing the use of alternative fuels in government fleets and improving the energy efficiency of government fleet operations.

In the alternative fuels area, an extensive program of converting government vehicles to operate on natural gas and gasoline (dual fuel) resulted in the conversion of 29 vehicles and the installation of the first government natural gas fuelling facility at the MTC Downsview yard.

At the same time, propane use in government fleets was supported through a program of assessment and assistance. Performance problems experienced in propane vehicles were corrected and three trouble-shooting seminars for government mechanics were conducted.

Energy efficiency improvements were pursued through the government Fleetsave program. In an assessment of the Fleetsave program, several areas of improvement were identified and a program, including practical assistance through seminars, fuel-efficient driving instructions and fleet allocation practices, was designed to assist government fleet managers to implement fuel-conservation practices in their operations. A monitoring program to provide an accurate record of improvements was proposed.

In addition, computer assisted fleet management was proposed as a method of ensuring energy efficient fleet management and survey of available systems was completed.

6.2/ Project Reports

6.2.1/ Propane in Government Fleets (33700)

Project Objective

To correct propane-related problems in government fleets in order to ensure the successful operation of propane vehicles in support of government ATF targets.

Activities
- reviewing reported problems and undertaking corrective measures
- preparing a report detailing the problems and corrective actions taken
- instructing drivers, mechanics and fleet administrators concerning proper use and maintenance of propane vehicles.

Results and Achievements
Problems (real and perceived) were corrected and three trouble-shooting seminars for mechanics were conducted. A report on the corrections was prepared.

Fleets are now aware of the needed procedures relative to propane vehicle operation and maintenance.

Starting Date: February 1985 **Completion Date:** March 1986

6.2.2/ NGV Demonstration (33701)

Project Objective
To establish NGV in government fleets for oil substitution purposes and to set an example to the private sector.

Activities
- conversion of government vehicles to natural gas
- installation of a natural gas "Fast-Fill" fuelling facility
- training of government mechanics as gas mechanics and provision of information seminars to drivers of NGV
- development of criteria for NGV conversions

Results and Achievements
NGV was established in government fleets with the conversion of 29 (21 MTC and 8 MNR) vehicles to natural gas and the installation of a fast-fill fuelling station at the MTC yard in Downsview. Both actions successfully demonstrate the viability of natural gas as a useful alternative to gasoline.

Starting Date: April 1985 **Completion Date:** Ongoing

6.2.3/ Government Fleetsave -- Assessment of TRIM and Revision of Strategies for Energy Conservation (33704)

Project Objective
To assess the TRIM program to determine level of energy conservation in government fleets and to develop new strategies to ensure energy conservation in these fleets.

Activities

- review and assess energy conservation measures adopted by government fleets
- develop new and adjust existing strategies for energy conservation in government fleets
- provide advice and assistance in the implementation of conservation strategies in government fleets

Results and Achievements

A review and assessment of TRIM was completed and a report on the status of this program was published.

Several areas of improvement were identified and a program including practical assistance through seminars, fuel-efficient driving instructions, and fleet allocation practices was designed to assist government fleet managers to implement fuel-conservation practices by the operators.

Starting Date: February 1985 **Completion Date:** December 1985

6.2.4/ Government Fleetsave -- Monitoring of Conservation Accomplishments (33705)

Project Objective

To provide a means whereby both the individual ministries and those areas of government most concerned with energy conservation are aware of the energy conservation situation in each ministry and can adjust their efforts and tactics accordingly.

Activities

- annually gather and assess the fuel conservation and substitution efforts of all government fleets

Results and Achievements

Due to the dependence of monitoring functions on the existence of records management in government fleets, this project was amalgamated with Project 33706 -- Automated Records Management.

6.2.5/ Government Fleetsave -- Automated Records Management (33706)

Project Objective

To introduce automated records management systems into government fleets and to implement their use for the maximization of energy conservation measures.

Activities
- examine and assess available automated records management systems
- prepare a report on automated records management systems
- develop recommendation for the use of records management for the monitoring of energy conservation strategies

Results and Achievements
Fourteen automated fleet management systems were reviewed and assessed. A report on the findings of the assessment was produced.

Starting Date: July 1985 **Completion Date:** March 1986

6.2.6/ Contingency Planning (33707)

Project Objective
To have a plan that will minimize the impact of a petroleum shortage on the operation of the Ontario Government Fleet.

Activities
- development of goals and directions for each ministry fleet
- holding of individual meetings with each ministry to serve as a guide through the planning process

Results and Achievements
All ministries have produced their individual contingency plans which will be incorporated into an overall government fleet contingency plan.

Starting Date: April 1984 **Completion Date:** March 1987

7/ ATF MARKETING

7.1/ Overview

With the propane industry increasingly able to operate without major government marketing assistance, the ATF marketing subprogram was able to concentrate its effort in support of the rapidly expanding natural gas transportation fuel industry. Support to this industry was provided by participation in trade-shows and the provision of technical and promotional booklets. Market support to the propane industry was still maintained through the provision of similar technical and promotional booklets.

Information on all alternative transportation fuels was provided through the distribution of six informational booklets that were produced and printed during the past fiscal year.

7.2/ Project Reports

7.2.1/ Propane Promotion in the Private Sector (33801)

Project Objective
To ensure the growth of propane as an alternative fuel in the private sector.

Activities
- reprint and distribute propane promotional booklets and pamphlets

Results and Achievements
Of the 15 000 booklets and pamphlets reprinted, 4000 were distributed in support of the propane conversion and fuel supply industry.

Starting Date: April 1985 **Completion Date:** March 1986

7.2.2/ NGV Promotion in Private Fleets (33802)

Project Objective
To ensure the success of the gas utilities' penetration of the transportation fuel market, and in so doing, to support the province's ATF goals.

Activities
- reprint promotional booklets and pamphlets

- distribute promotional materials to private and commercial sector
- organize promotional programs at trade shows and participants at seminars

Results and Achievements
A total of 5000 booklets and 55 000 pamphlets were reprinted. This promotional material was supplied at tradeshows, the CNE, and on request to the general public. Four thousand booklets and 40 000 pamphlets were distributed in support of the natural gas conversion and fuel supply industry.

Starting Date: April 1985 **Completion Date:** March 1986

7.2.3/ Alternative Transportation Fuel Program Information (33803)

Project Objective
To produce a series of booklets and pamphlets which provide information to industry and the private sector on various alternative transportation fuels.

Activities
- review and print previously produced manuscripts and layouts for pamphlets and booklets on propane, natural gas, electricity, hydrogen, alcohols and alternative fuels

Results and Achievements
After completion of the material, 1000 copies of each booklet and 2000 copies of each pamphlet were printed and distributed to inform interested persons of the status of the five alternative fuels.

Starting Date: April 1984 **Completion Date:** March 1986

8/ TELECONFERENCING

8.1/ Overview

Although the Teleconferencing section was discontinued at the end of the previous fiscal year, TEMP continued to provide information on teleconferencing implementation and practices, using informational material produced and printed during the operation of the Teleconferencing section. In addition, the state-of-the-art report, "Teleconferencing Technology and Applications in Canada," which was completed in manuscript form the previous fiscal year, was printed and made available for distribution in FY 1985/86.

8.2/ Teleconferencing (33900)

Project Objective
To provide information on teleconferencing implementation and practices.

Activities
- distribute information on teleconferencing
- produce a report from a manuscript completed during the previous fiscal year

Results and Achievements
Over 500 copies of informational manuals were distributed, mainly in response to requests for information.

Five-hundred copies of the report "Teleconferencing Technology and Applications in Canada," which was completed in manuscript form the previous fiscal year, was printed and made available for distribution.

Starting Date: April 1985 **Completion Date:** March 1986

9/ TEMP ALLOCATIONS AND EXPENDITURES - Fiscal Year 1985/86

9.1/ Introduction

The following pages summarize the funding allocations and expenditures for the Transportation Energy Management Program for FY 1985/86. The majority of the funding is that portion allocated by the Ministry of Energy (MENY) for direct operating expenditures, including consultant services, purchase of goods and equipment, and the direction of seminars. The tables on the following pages show the initial MENY allocation, as well as the final, adjusted by the program requirements throughout the fiscal year.

MTC's expenditure includes staff resources, data processing, travel, and administrative costs. The tables do not include MTC expenditures by offices other than the Transportation Energy Office, even in cases where these offices incurred costs working on, or in support of, TEMP projects.

Tables 1 and 2 provide a general overview, and Tables 3 to 9 detail allocations and expenditures by project. The data presented in these tables have not been audited, but are considered to be accurate.

9.2/ Financial Summaries

Table 1/ TEMP FISCAL YEAR 85/86 BUDGET

	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
Conservation	1061.0	1014.1	980.7	295.2
Trans. Tech.	574.0	654.0	677.5	213.6
Fuels Research	184.0	208.2	175.2	27.1
Overheads	0	0	0	382.5
TOTAL	1819.0	1876.3	1833.4	918.4

Table 2/ CONSERVATION

Program	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
Municipal	145.0	160.0	159.0	20.6
Share-A-Ride	50.0	60.0	56.2	34.7
DriveSave	219.0	203.0	191.8	79.3
Trucksave	208.0	211.1	204.0	55.3
Gov't Programs	295.0	300.0	297.1	84.1
ATF Marketing	70.0	77.0	70.3	21.2
Marketing	74.0	3.0	2.3	0
TOTAL	1061.0	1014.0	980.7	295.2

Table 3/ MUNICIPAL

Project Number	Project Name	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
33500	Municipal Transp. Energy Advisory Comm. (MTEAC)	35.0	35.0	37.2	5.8
33501	MTEAC Newsletter	15.0	15.0	12.4	2.8
33502	Municipal Fleet Management Information System	12.0	12.0	11.2	5.4
33505	Transp. Guidelines for Small and Rural Mun.	28.0	28.0	30.2	0.1
33503	Testing and Promotion of the Mun. Mgmt. Information System	45.0	45.0	50.4	6.0
33506	Marketing and Promotion of Transp. Energy for Small and Rural Mun.	10.0	10.0	2.7	0.5
33510	Municipal Display	0	10.0	9.6	0
33513	Municipal Publications Summary Booklet	0	5.0	5.3	0
TOTAL		145.0	160.0	159.0	20.6

Table 4/ SHARE-A-RIDE

Project Number	Project Name	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
33600	Marketing Ridesharing	50.0	60.0	56.2	34.7
TOTAL		50.0	60.0	56.2	34.7

Table 5/ DRIVESAVE

Project Number	Project Name	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
33400	Fleet Industry Program	9.0	9.0	8.6	13.5
33441	Fleet Manager Seminars	7.0	7.0	6.9	21.6
33395	Driver Education	33.0	33.0	28.9	14.4
33301	Display	36.0	36.0	38.1	13.5
33406	FuelSaver Newsletter	28.0	28.0	11.1	2.3
33408	FuelSaver Newsletter Update Mailing List	11.0	5.0	0.2	0.4
33310	Reference Document Review and Update	40.0	12.0	15.8	4.9
33349	General Licensed Driver Program and Market Assocation	55.0	42.0	42.6	8.7
33300	General Licensed Driver Program	0	31.0	39.6	0
TOTAL		219.0	203.0	191.8	79.3

Table 6/ TRUCKSAVE

Project Number	Project Name	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
33100	Trucksave Fleet Advisory Committee	6.0	6.0	4.8	8.6
33101	Computerized Record Management	18.0	18.0	8.9	1.2
33102	Optimized Routing	27.0	27.0	18.8	3.2
33103	Urban Fleets Fuel-Saving Techniques	31.0	31.0	32.2	4.1
33104	Urban Fleets Marketing	15.0	15.0	17.7	1.7
33299	Trucksave: 1985 Fuel Economy Challenge	71.0	71.0	76.3	28.6
33115	Reprint and Revision of Trucksave Publications	8.0	23.0	22.4	2.6
33105	Trucksave Publications Catalogue	20.0	20.0	22.8	3.9
33106	Develop Case Studies	12.0	0.1	0.1	1.1
33109	Register of Fleets	8.0	0	0	0.3
TOTAL		216.0	211.1	204.0	55.3

Table 7/ GOVERNMENT PROGRAMS

Project Number	Project Name	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
33700	Propane in Government Fleets	70.0	40.0	31.6	11.7
33701	NGV Demonstration	175.0	210.0	223.9	41.6
33704	Gov't Fleetsave Assess. of TRIM and Revision of Strategies for Conservation	29.0	29.0	21.6	14.7
33705	Gov't Fleetsave Monitoring and Automated Records Management	11.0	21.0	20.0	8.3
33706	Gov't Fleetsave Automated Records Management	10.0	0	0	0.4
33707	Contingency Planning	0	0	0	7.4
TOTAL		295.0	300.0	297.1	84.1

Table 8/ ATF MARKETING

Project Number	Project Name	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
33803	Alternative Fuels Program Info.	10.0	14.0	14.3	16.1
33801	Propane Promotion in Private Sector	45.0	45.0	38.7	2.8
33802	NGV Promotion in Private Fleets	15.0	18.0	17.3	2.3
TOTAL		70.0	77.0	70.3	21.2

Table 9/ MARKETING

Project Number	Project Name	MENY Init. Alloc.	MENY Final Alloc.	MENY Final Expend.	TEMP Office Final Expend.
33900	Teleconferencing	3.0	3.0	2.3	0
33901	TEMP Marketing (Reprints)	71.0	0	0	0
TOTAL		74.0	3.0	2.3	0

APPENDIX/ ADVISORY COMMITTEES

A1/ DriveSave Fleet Advisory Committee

Name	Title	Affiliation
Don Beange (Chairman)	DriveSave Manager	MTC
Carl Wiese (Exec. Sec.)	DriveSave Program Officer	MTC
Frank Attard	Fleet Administrator	Xerox Canada
Ken Austin	Manager, Administrative Services	G.D. Searle
Howard Ferguson	Fleet Manager	Canada Packers
Chris Hill	Manager, Corporate Fleet	Honeywell
David Ker	Manager, TruckSave	MTC
Ed Moore	Manager, Traffic Safety	Ontario Safety
Mark Nantias	Manager, Committees	Motor Vehicle Manufacturers' Association
Jack Patriarche	Co-ordinator, Transportation Programs	Min. of Energy
Don Ryrie	Assistant Director, Admin. & Methods	Bell Canada
Harvey Siegel	Senior Engineer Engineering Services	Ontario Hydro
Vello Soots	Manager, Transportation Energy Office	MTC
Ted Westaway	Fleet Administrator	Work Wear Corp.
Colin Young	Chairman, Carb. Sub-Committee	Propane Gas Association of Canada

A2/ TruckSave Advisory Committee

Name	Title	Affiliation
D.E. Ker (Chairman)	Trucksave Manager	Trucksave, MTC
D.H. Andrew	Vice-Pres., Maintenance	Alltrans Canada
G.G. Carr	Retired	Tippet-Richardson
A.E. Coney	Director of Maintenace	C.P. Trucks Ltd.
R. Covello	Head, New Equipment	MTC
G. Dennis	Fleet Manager	Sears Ltd.
S. Donovan	Transport Training	George Brown College
W.H. Gough	Vice-Pres., Maintenance and Purchasing	Kingsway Transport Ltd.
A.J. Lake	General Superintendent	City Engineer's Dept., London
F.T. Leslie	Executive Vice-President	Canada Cartage System Ltd.
J. Patriarche	Co-ordinator, Transportation Programs	Min. of Energy
H. Ruhl	President	H. Ruhl Machinery Co. Ltd.
P. Stafford	Fleet Specialist	Petro Canada
V.H. Wintjes	Maintenance Manager	Canadian Tire Corp. Ltd.
D. Wronski	Editorial Staff	Ontario Trucking Association

In conjunction with:
Canadian Fleet Maintenance Seminar
Private Motor Truck Council
Ontario Private Truck Association
Automotive Transportation Service Superintendents Association

A3/ Trucksave Economy Challenge Subcommittee

Name	Title	Affiliation
D.E. Ker (Chairman)	Trucksave Manager	Trucksave, MTC
S. Bigus	Transport Superintend.	Labatt's Breweries
J. Blair	Safety Supervisor	Imperial Oil
Wm. H. Capes	Equipment Research	International Carriers Ltd.(ICL)
R. Dunbrooke	Safety Supervisor	Carling O'keefe
R.J. Haystead	Safety Supervisor	Kingsway Transport
C. Hoonaard	Safety Supervisor	Glengarry Transport
D. Murphy	Safety Supervisor	Kingsway Transport (Training)
T.R. Speed	Engineering Manager	Coca-Cola
H.J. Weishar	Fleet Manager	Molson's Brewary

A4/ Municipal Transportation Energy Advisory Committee

Name	Title	Affiliation
L. Shallal (Chairman)	Chief Systems Planning Engineer	Regional Municipality of Ottawa-Carleton
V. Soots (Vice-Chairman)	Manager, Transportation Energy Office	MTC
F.M. Cherutti (Exec. Sec.)	Head, Municipal Program, TEMP	MTC
J. Childs	Manager, Municipal Roads Office	MTC
A.R. Gordon	Dir., Transport Div.	Municipality of Metropolitan Toronto
D. Juneja	Transportation Officer, Transit Office	MTC
W. Lambert	Policy Analyst	Toronto Transit Commission
J. Mansbridge	Commissioner of Community Services	City of Sudbury
J.R. McCorkell	Dir., Operations	Regional Municipality of Durham
D.J. McDonald	County Engineer	Stormont, Dundas & Glengarry
B. Mocsan	Project Manger, Municipal Program	MTC
J. Patriarche	Co-ordinator, Transportation Programs	Min. of Energy
D.C. Redmond	City Engineer	City of Sault Ste. Marie
G.A. Thompson	Dir., Roads & Traffic	Regional Municipality of Waterloo
D.H.C. Thwaites	Dir., Transportation Planning	Regional Municipality of Peel
J. Toffelmire	Dir., Traffic Engineering	City of Windsor